SEATTLE, WASHINGTON
SOUND TRANSIT
ADVISORY SERVICES PANEL
March 4-7, 2014

Urban Land Institute

Advisory Services Program

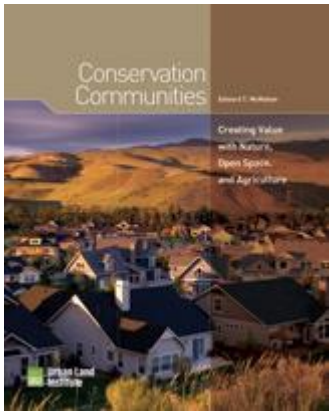
ABOUT THE URBAN LAND INSTITUTE

- The mission of the Urban Land Institute is to provide leadership in the responsible use of land and in creating and sustaining thriving communities worldwide.

- ULI is a membership organization with more than 30,000 members worldwide representing the spectrum of real estate development, land use planning, and financial disciplines, working in private enterprise and public service.

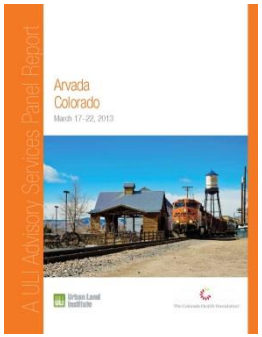
- What the Urban Land Institute does:
  - Conducts research
  - Provides a forum for sharing of best practices
  - Writes, edits, and publishes books, reports, and magazines
  - Organizes and conducts meetings
  - Directs outreach programs
  - Conducts Advisory Services Panel

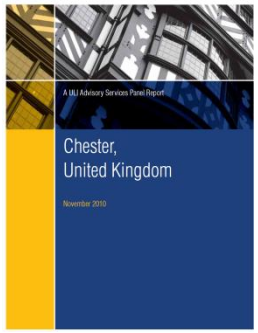
- Global, national, and local offices.

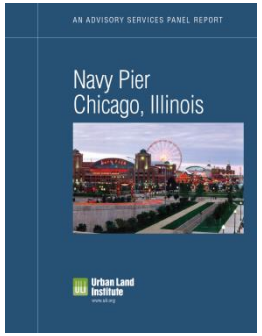


THE ADVISORY SERVICES PROGRAM

- Since 1947
- 15 - 20 panels a year on a variety of land use subjects
- Provides independent, objective candid advice on important land use and real estate issues
- Process
  - Review background materials
  - Receive a sponsor presentation & tour
  - Conduct stakeholder interviews
  - Consider data, frame issues, and write recommendations
  - Make presentation
  - Produce a final report







OUR SPONSORS

SOUNDTRANSIT

CITY OF Bellevue

SPECIAL THANKS TO

Ric Ilgenfritz
Michael Williams
Kent Hale
Chris Salomone
Dan Stroh
And all participating stakeholders

PANEL ASSIGNMENT

To respond to the Sound Transit Board's direction to assess the TOD/redevelopment potential at both Lynnwood and Bellevue Operations and Maintenance Satellite Facility (OMSF) sites, the ULI panel was asked to address the following issues:

1. What strategies could Sound Transit consider to help integrate an OMSF into the surrounding land use at each location?

2. Identify potential opportunities for TOD and/or economic development using surplus property associated with each of the site alternatives.

3. What insights and suggestions does the ULI panel have regarding the potential for constructing housing or commercial uses over a public facility?

4. What options or strategies should Sound Transit consider to encourage TOD or other economic development opportunities adjacent to a light rail operations and maintenance facility and nearby station areas?

THE PANELISTS

Marilee Utter, *Chair*
Executive Vice President
Urban Land Institute
Denver, Colo.

Hannah Henn
Assistant Vice President
New York City
Economic Development Corporation
New York City

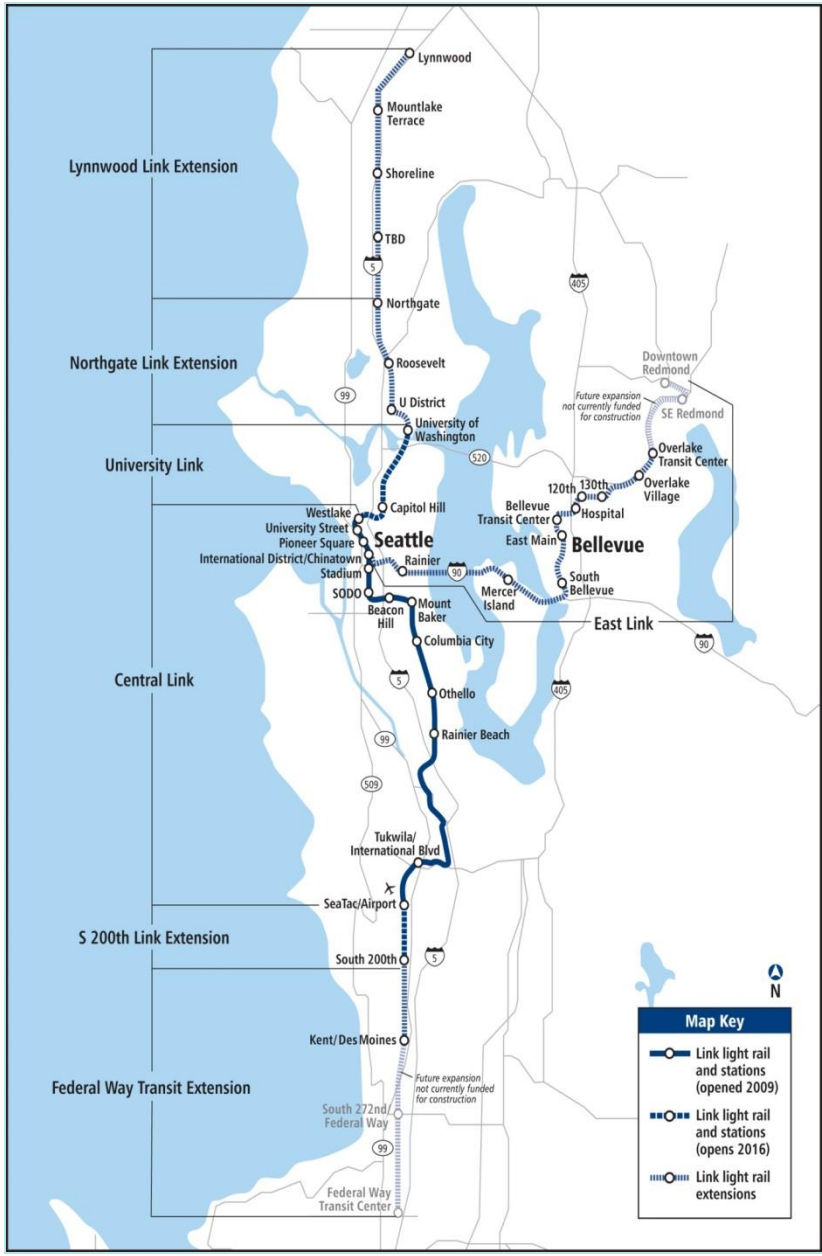
Tim Lindholm
Deputy Executive Officer, Project Management
Los Angeles County Metropolitan Transportation Authority
Los Angeles

Neal Payton, FAIA
Principal
Torti Gallas and Partners
Los Angeles

Jack Wierzenski, AICP
Director, Economic Development
Dallas Area Rapid Transit (DART)
Dallas

MARILEE UTTER
General observations from the team

- Transit system development is critical to future viability of the region
- OMSF essential element
- Basic requirements of facility must be respected
- Balance of operation needs and community capability
- Thoughtful design makes the difference



COMMON FACILITY CONCERNS

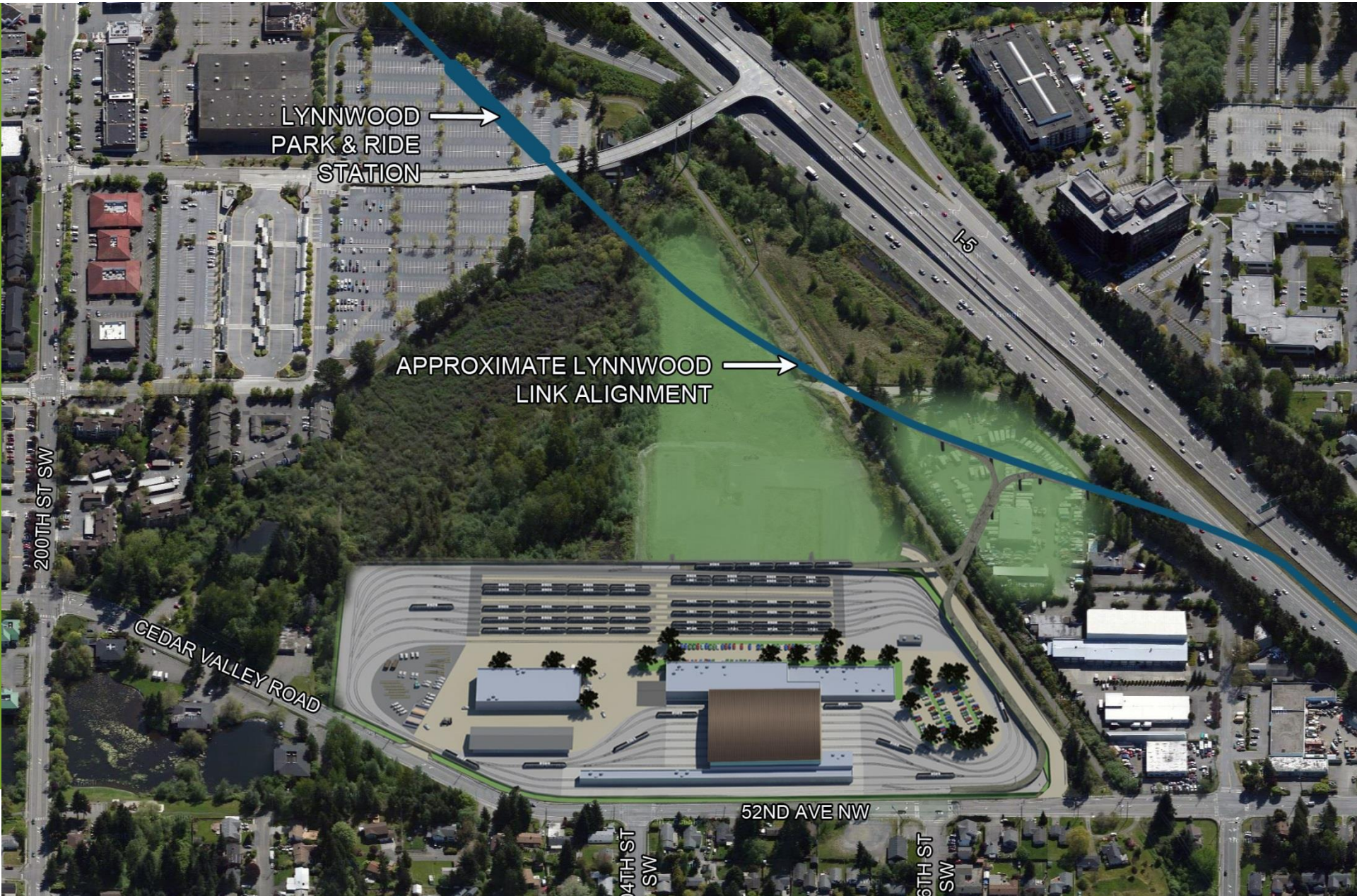
- Noise
- Light
- Traffic
- Air pollution
- 24-hour activity

Unfounded on all counts.

COMMON MISCONCEPTIONS: COMMUNITY DEVELOPMENT

- Not a transit station, destination, or node. Quiet space not an activator.
- TOD a misnomer.
- Opportunity cost is a real consideration; hard to calculate over time.
  - TOD takes decades
  - Zoning can change
  - Zoning is not development
  - TOD zones are not circles.

LYNNWOOD SITE—Hannah Henn



LYNNWOOD

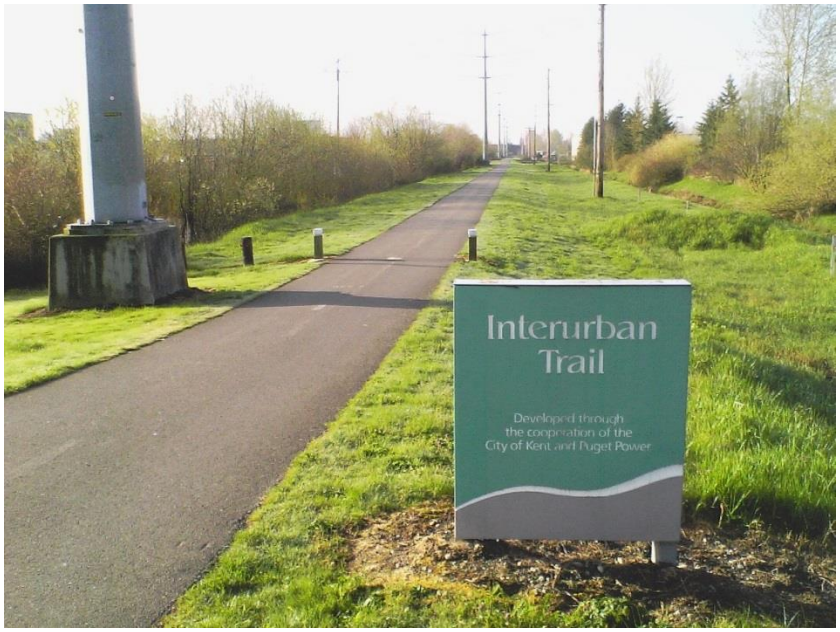
Existing Conditions

- Edmonds School District ownership and investment
- School uses in district's geographic center
- Construction timeline unclear
- Adjacent to single-family neighborhood
- Community support
- Limited accessibility to Lynnwood amenities
- No direct support for City Center activation
- Parking antithetical to Interurban Trail and transit

LYNNWOOD

Sound Transit Opportunities

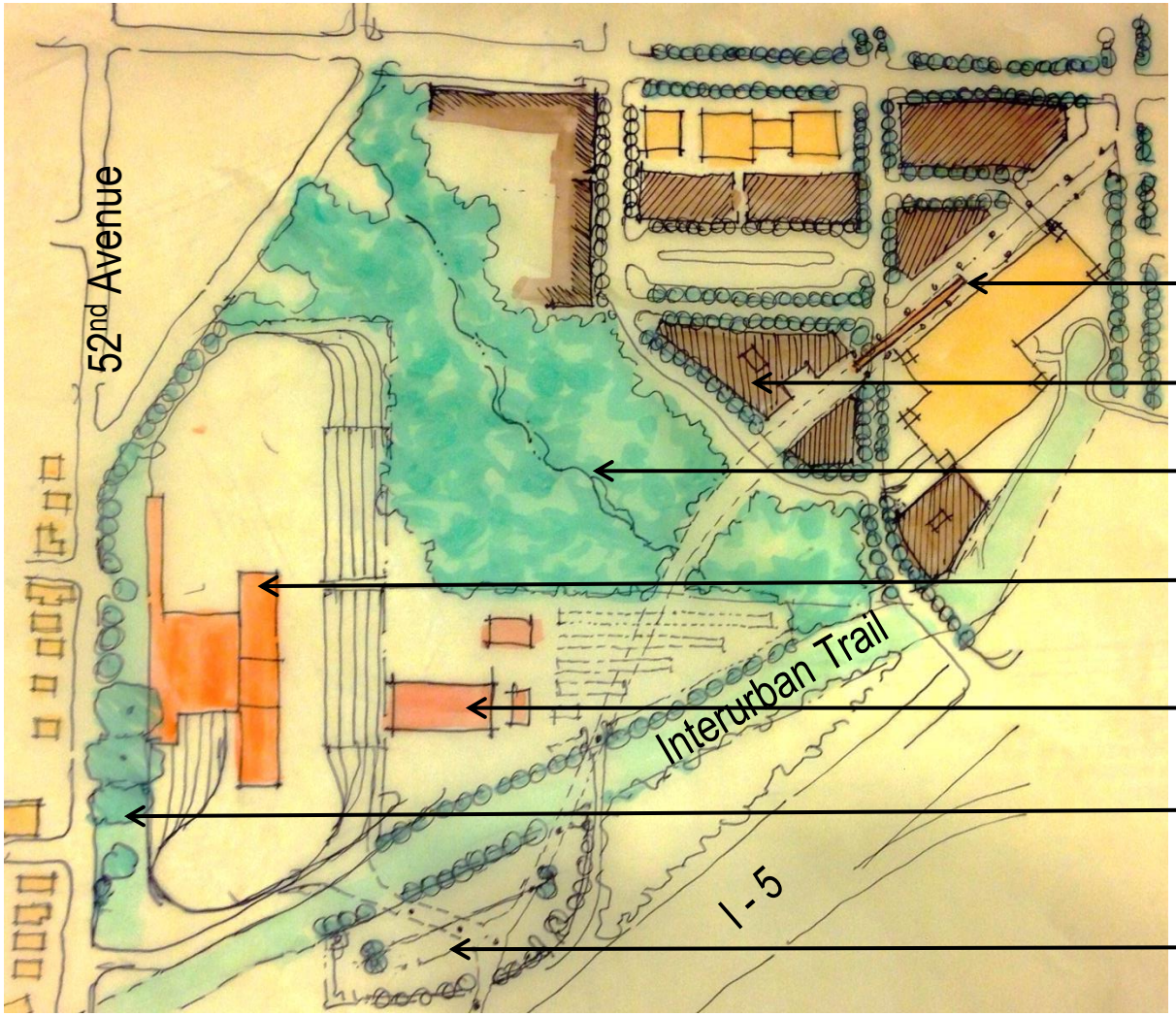
- Site conditions and land use compatibility
- Co-location with school district uses
- Lower land costs than Bellevue sites
- Minimal conflict with City Center priorities



Sound Transit Challenges

- Two public agencies
- Bellevue satellite facility
- Wetlands encroachment
- Community opposition and concerns

LYNNWOOD PROPOSAL



Lynnwood Station

Edmonds School District Administration Building

Wetlands

OMSF

Edmonds School District facilities

Preserved tree stand

Expanded area for school district facilities

LYNNWOOD—RECOMMENDATIONS

- **Complementary land uses**
  - Funding opportunities
  - Revised school district plans
  - Preserve trees, additional landscaping
  - Building buffers trains and buses
- **School district modifications**
  - Office supports TOD, City Center, transit
  - Uses linked by Interurban Trail
  - Use opportunity under elevated tracks
- **Public-public partnership opportunities**

SR-520 SITE—Neal Payton

SR-520 SITE

Existing Conditions:

- Site slopes below SR 520
- Adjacent to busy Northeast 20th Street corridor
- Occupied with 120+ businesses, primarily commercial, retail, car dealerships
- Situated a ¼ mile from 130th Street Station
- Goff Creek runs through site

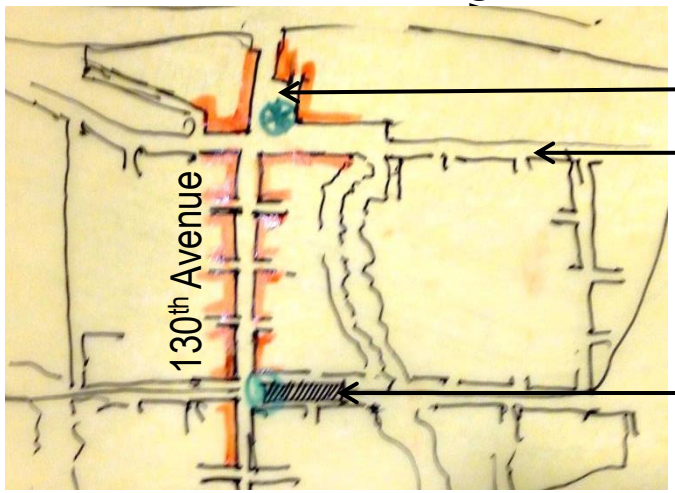
Sound Transit Opportunities:

- Outside primary density area in BelRed masterplan

Sound Transit Challenges:

- Expensive acquisition and complex relocation effort

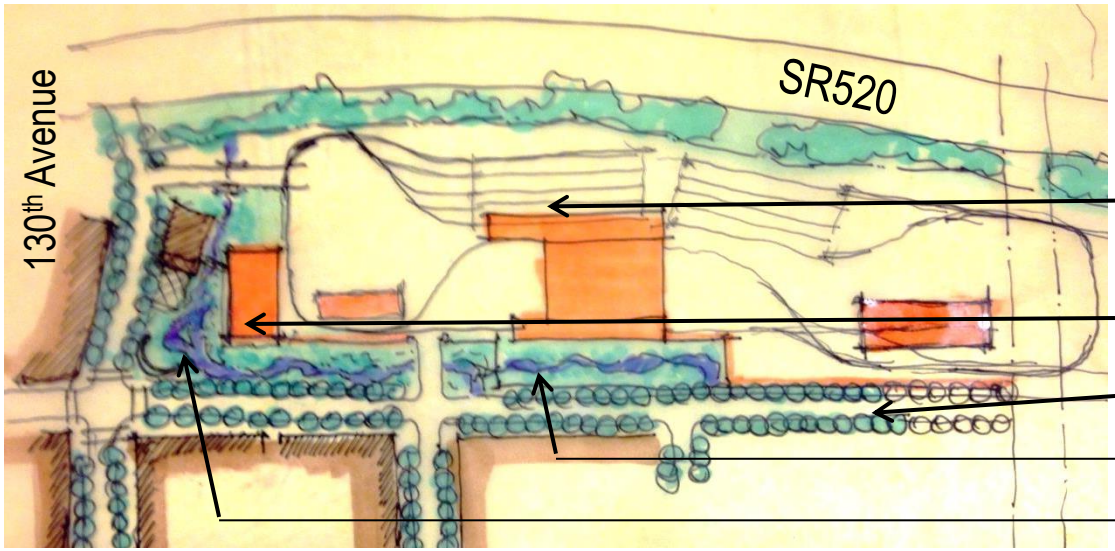
SR 520



Public space

NE 20th Street

130th Station



OMSF moved east and slenderized

Operations

NE 20th Street

Daylighted Goff Creek

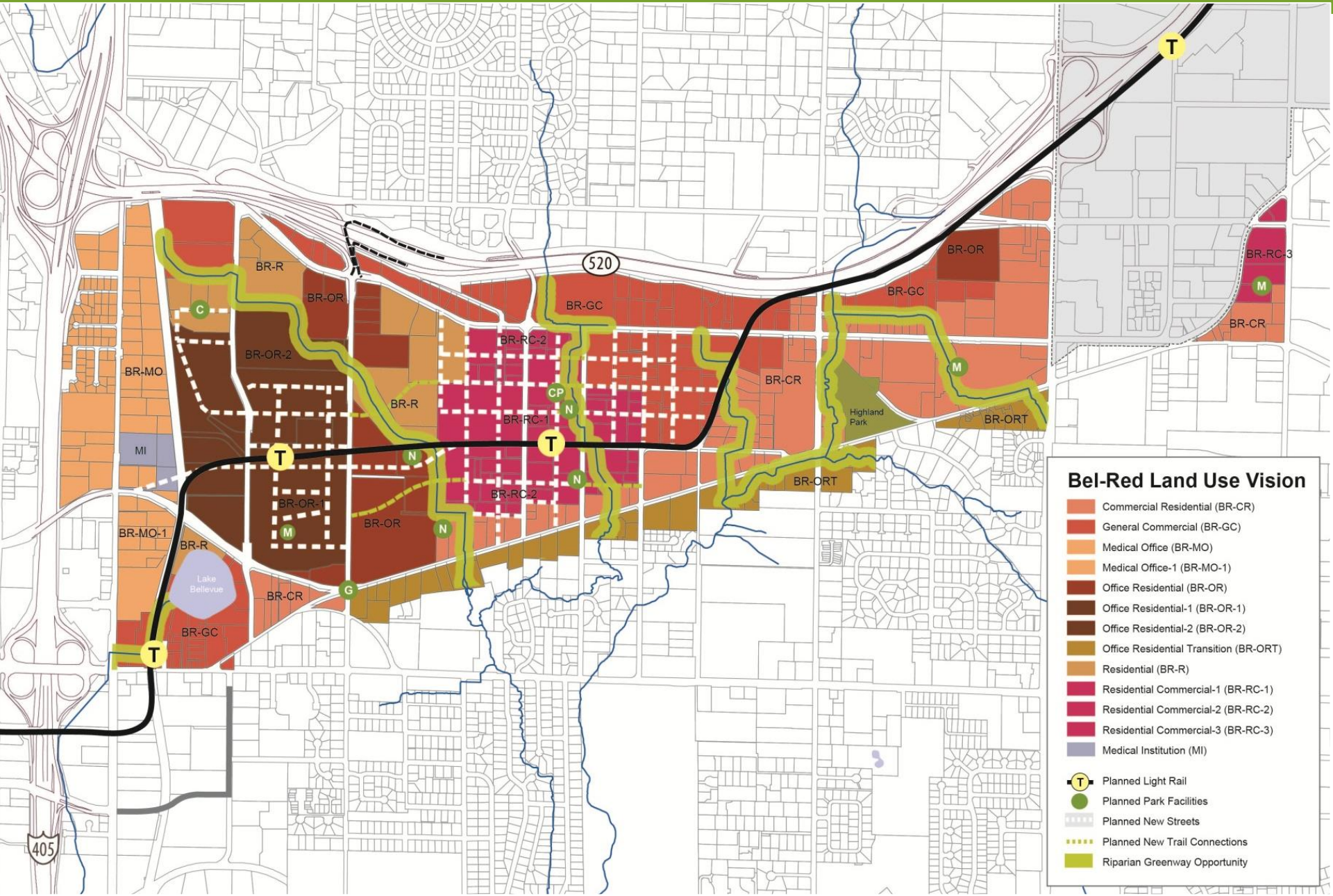
Rain garden

SR-520 SITE RECOMMENDATIONS

- Narrow the facility: cantilever building over storage tracks
- Move facility ~250 feet east
- Reclaim and daylight Goff Creek;
  - create green space,
  - reconstruct wetland rain garden
  - promote and celebrate salmon
- Move operations building to west edge as landmark for the open space

BNSF SITES—Jack Wierzenski

- Current land uses--warehouse, bus facility, car dealership and support, BNSF ROW
- BelRed Corridor plan has redirected land use to leverage rail investment
- Sound Transit already acquired 14-acre International Paper site
- Selected site can accommodate OMFS and TOD on south


520
405
BR-R
BR-OR
BR-OR-2
BR-MO
MI
BR-MO-1
BR-OR-1
BR-GC
BR-RC-2
BR-RC-1
BR-CR
BR-ORT
Lake Bellevue
Highland Park
BR-RC-3
C
M
CP
N
G
T
Bel-Red Land Use Vision
Commercial Residential (BR-CR)
General Commercial (BR-GC)
Medical Office (BR-MO)
Medical Office-1 (BR-MO-1)
Office Residential (BR-OR)
Office Residential-1 (BR-OR-1)
Office Residential-2 (BR-OR-2)
Office Residential Transition (BR-ORT)
Residential (BR-R)
Residential Commercial-1 (BR-RC-1)
Residential Commercial-2 (BR-RC-2)
Residential Commercial-3 (BR-RC-3)
Medical Institution (MI)
Planned Light Rail
Planned Park Facilities
Planned New Streets
Planned New Trail Connections
Riparian Greenway Opportunity

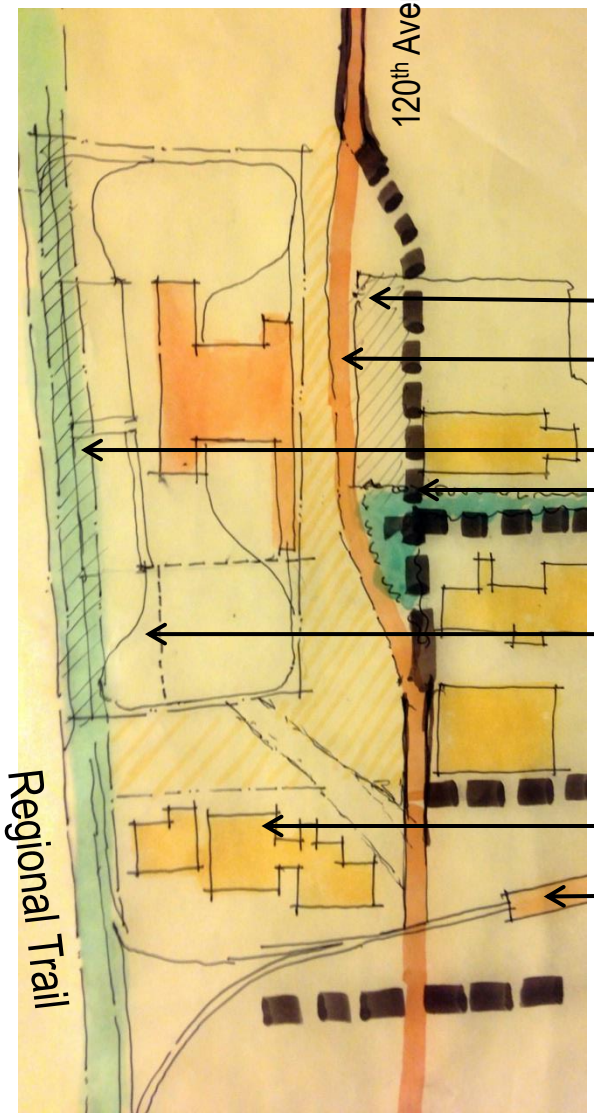
BNSF MODIFIED

- Extends the yard into the medical office district
- Requires aerial crossings of BNSF ROW
- Opens up development opportunities along 120th Ave

BNSF SITE—RECOMMENDATIONS

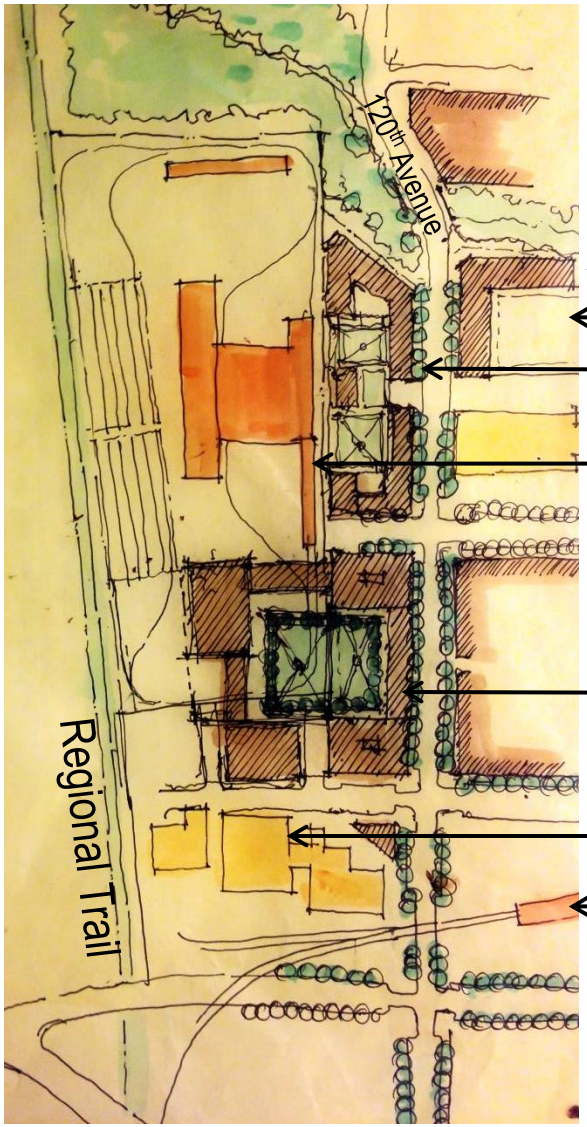
- Use BNSF ROW for train storage
- Accommodate future podium development of southern third

BNSF HYBRID RECOMMENDATIONS



Bus parking to be moved
Existing 120th Avenue
OMSF moved west
Relocated 120th Avenue
Potential air rights
Development above
Barrier Audi
120th Station

BNSF HYBRID BUILDOUT



Liner building
Bus parking deck
TOD
OMSF
TOD
Barrier Audi
120th Station

RECURRING THEME 1: OVERBUILDING AND DECKING
TIM LINDHOLM

Three Considerations

- How much does the podium cost?
- How much does land in the area cost?
- Substantial density and height is required to recoup the investment

Hudson Yards, Manhattan

RECURRING THEME 1: OVERBUILDING AND DECKING

SR 520 Site

- $100 to $150 per/SF podium cost
- Land approximately $50 to $75
- Existing height restrictions in site area
- Typical urban auto dealership (3-4 floors)
- Typical dealership not likely to support podium cost
- Not financially prudent

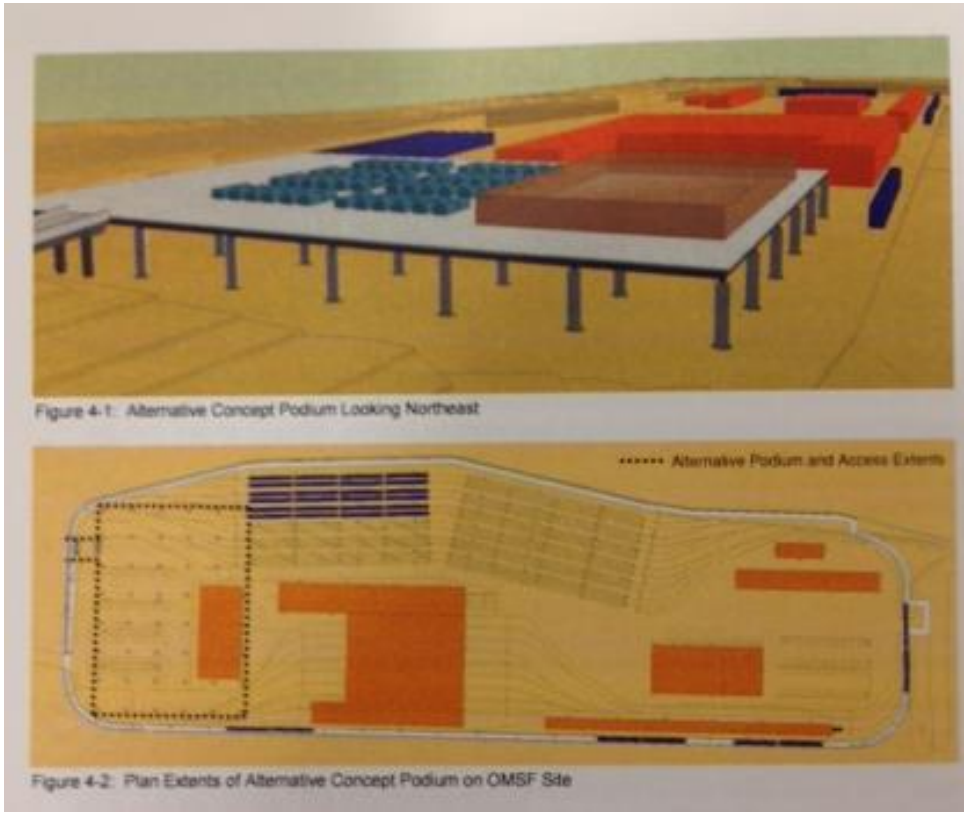


Figure 4-1: Alternative Concept Podium Looking Northeast
Figure 4-2: Plan Extents of Alternative Concept Podium on OMSF Site

RECURRING THEME 1: OVERBUILDING AND DECKING

BNSF Site

- BNSF site may be suitable for podium (3 acre max)
- $12 to $20 million construction cost
- BelRed Corridor Plan density more likely to recoup investment
- Compatibility with community plan
- Possible provisions for phasing of future overbuilding (compromise)

RECURRING THEME 2: FACILITY SIZE AND CAPACITY

Can OMSF be downsized to allow for excess land for development or screening?

Idea 1: Fleet Size

- All plans show 98 trains
- Fleet reduction to 82 (if feasible) could reduce width by two storage tracks and one maintenance bay
- 60 foot potential reduction in width
- Could allow for development or screening

RECURRING THEME 2: FACILITY SIZE AND CAPACITY

Can OMSF be downsized to allow for excess land for development or screening?

Idea 2: Cantilevering of Administrative Functions

- Building could be cantilevered to allow for train storage under administrative functions
- Strategy used at Expo Yard due to site constraints
- Possible trade off for reduced storage tracks if not feasible
- Could allow for development or screening

RECURRING THEME 3: DESIGN STRATEGIES

Sound design strategies can be used to integrate site into surrounding land uses

- Site orientation and layout
- Buildings as screening
- Sound walls
- Material selection
- Landscaping integration
- Enclosed vehicle washing and blowing
- Setbacks
- Good neighbor policies (PA/horns/exterior work)
- Track considerations/vehicle movements
- Sustainability considerations

RECURRING THEME 3: DESIGN STRATEGIES

Examples of design strategies for Expo Yard in Santa Monica

- Community collaboration
- Buffer park
- Lengthened building to screen visual impacts
- 12-foot sound walls
- Glass lobby/peek opportunity
- Landscaping/soft façade
- Material selection and fenestration

RECURRING THEME 3: DESIGN STRATEGIES

Examples of design strategies for Expo Yard in Santa Monica

- Relocation of equipment away from neighbors
- Sound enclosure for generator
- Directional lighting
- Minimized train movements
- No public address
- Shop doors closed at night
- LEED Gold/sustainability focus

RECURRING THEME 4: COMMUNITY MESSAGING

Current Stakeholder Perception

Sound Transit considers Lynnwood site for rail yard

The site is one of five the agency is examining as a place to store and maintain light-rail cars.

By **Bill Sheets**, Herald Writer

JUSTIN BEST / THE HERALD

LYNNWOOD -- Sound Transit is considering building a large lot in Lynnwood to store light-rail cars in anticipation of expanding its train system in the coming decade.

The agency is looking at four sites in Bellevue in addition to the Lynnwood site. It will choose one of the five locations to house and maintain 80 light rail cars for the system, in addition to about 100 cars that currently spend their off hours in Seattle's Sodo district rail yard.

Some neighbors of the Lynnwood site don't want a storage yard there, citing potential noise, bright lights and even concerns about crime.

RECURRING THEME 4 : COMMUNITY MESSAGING

National OMSF Examples

Santa Monica, CA

Denver, CO

Seattle, WA

Phoenix, AZ

RECURRING THEME 4: COMMUNITY MESSAGING

Change the perception of the project

- Support for LRT but little to no support for OMSF
- Community perception not in alignment with OMSF reality
- Numerous national examples of OMSFs that have not negatively impacted community
- Electric train yard – no emissions, no hazardous materials
- Perceived noise impacts can be mitigated with sound design and good neighbor operations
- Visual concerns and incompatibility issues can be addressed during design
- Sound Transit should get in front of these misperceptions by refining the message to gain community support.

CONCLUSION

- This region is sophisticated. Stretch to new models.
- Use green design.
- Implementation is the tough part; collaboration is essential.
- ULI Northwest available to help.